

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	USSR	REPORT	<input type="text"/>	25X1
SUBJECT	Central Technical Directorate - MRF	DATE DISTR.	30 April 1953	
		NO. OF PAGES	3	
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES		

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1. The Central Technical Directorate (Tsentralnoye Tekhnicheskoye Upravleniye - TsTU) is a directorate (TsUpr) of the Ministry of the River Fleet. It is subordinate to the MRF Minister through his Technical Deputy Minister. Approximately 120 employees work in this TsUpr; of this number, 50-60 are engineers. All technical problems connected with the exploitation and repair of shipyards and ship machinery, their designs, blueprints, etc., are dealt with in this agency.

2. The Central Technical Directorate is composed of three sections, as follows:

(a) The Bureau of Inventions (Byuro Ratsionalizatsii i Izobretatelstva), --This bureau promotes the initiative of MRF personnel; it promotes the analysis of production methods, and encourages technical inventions designed to facilitate the operations of MRF agencies. It also conducts a study of suggestions and submits opinions for their utilization. A special fund, part of MRF budgetary allocation for exploitation purposes of TsTU, is used for bonuses paid to inventors. It is the responsibility of this section to state in each case whether an inventor deserves a bonus and to determine the amount of the bonus. Final decisions, however, lie with the Technical Deputy Minister. In this section special attention is paid to all suggestions dealing with the increase of production norms (Stakhanovizm) coming from field agencies.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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- (b) The Central Designing Bureau (Tsentral'noye Proektiro-Konstruktorskoye Byuro - TsPKB) --- this second section is charged with the so-called "Operational Planning and Designing", which is actually design work on new types of river vessels needed by MRF (final decisions and designs are eventually made by the Ministry of Shipbuilding Industry). In addition, this bureau prepares all blueprints and designs for the repair of ship hulls and machinery. Another very active function of this office is determining and publishing technological processes for the construction and manufacture of the ships' various components and machine parts. These standards are published and then distributed to ship repair yards, shops, and other enterprises of MRF. The bureau is also charged with the preparation of projects dealing with the modernization of MRF propulsion system machinery, such as substituting ships' compressor engines with non-compressor diesels (Milton's (?) method), etc. And, finally, this section participates in determining the working norms for the skilled workers of MRF industrial enterprises.
- (c) Fuel and Energy Section (Toplivno-Energeticheskiy Otdel) --- the main task of this third section is research on, and determination of, fuel and electric energy consumption norms for the various engines and machines used on ships, in ports, and in industrial installations of MRF. This bureau plans and sets the allocation of fuels for the various steamship companies and ships of MRF in physical and monetary terms. Monthly and quarterly routine reports, stating consumption of fuel and electric energy for the reported periods, are sent to this section by all subordinate MRF agencies which utilize fuels and electric energy. These reports are very strictly checked and evaluated, and approved or disapproved. In the latter case, personnel responsible for the excessive fuel consumption are liable to prosecution. On the other hand, not only economy of fuel but also mere compliance with the fuel consumption plan is rewarded by bonuses; the plan is as follows:
- (1) Consumption within limits of fuel allocations is rewarded by a bonus amounting up to 10 per cent of the monthly wage. This, however, is paid only to persons directly responsible for the economy achieved, ie, stokers and machine operators;
  - (2) Economy achieved of up to five per cent of the allocated fuel brings an additional bonus of two per cent of the monthly wage per each per cent of the savings;
  - (3) Economy of up to seven per cent, an additional bonus of three to four per cent of the monthly wage per each per cent saved;
  - (4) Economy of up to nine percent, an additional bonus of five per cent of the monthly wage per each per cent saved;
  - (5) Economy of up to 12 per cent, an additional bonus of seven per cent of the monthly wage per each per cent saved. Economy above 12 per cent is not authorized and is even punishable by law. Bonuses for fuel economy, as stated above Paragraph 2, items (2) to (5), are given to the following personnel: ship captains, chief mechanics and their assistants, machine operators and motorists (referred to in MRF as "maslenshchiki"), stokers and electro mechanics.

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3. Economy of fuel is considered legal, but bonuses are paid only if all technical indexes connected with fuel consumption and the proper operation of machinery (ie, prescribed speed of floating vessels, steam pressure in engines, specifications set by the production or transport plan) are met and in order. This policy, presupposes, however, that the achieved economy of fuel has not caused any deterioration or the breakdown of involved machinery.
4. Bonuses for compliance with fuel norms /Paragraph 2, item (1)/ are paid from funds allocated for exploitation purposes and are charged to production operating costs. Bonuses for fuel economy /Paragraph 2, items (2) to (5)/ are paid from savings resulting from this economy. However, in order to limit bonuses for fuel economy, the MRF legislation stipulates that no more than 10 per cent of the monetary value of the saved fuel may be used for payment of bonuses. The remaining 90 per cent of the value of the saved fuel goes to the state budget fund. This means, practically, that if the crew of a ship saves an amount of fuel whose monetary value is 10 thousand rubles, they will receive bonuses amounting to one thousand; nine thousand rubles would go to the state budget.

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